

THE LANDINGS

www.eaa75.com

Newsletter of Chapter 75 Quad-Cities of Illinois and Iowa, USA

January 2011

THE EXPERIMENTAL AIRCRAFT ASSOCIATION



From The Desk of the President

Year 2011, new year to begin remembering to write – where did 2010 go?

We got a lot of things accomplished in the past year, all with the help and support of you the members. Without all the assistance from our membership the year's activities would not have been so successful in some areas.

Thanks to all who helped make 2010 a success. We're looking for an even better 2011.

The new hangars at Davenport Airport are to be completed by Mid-January.

The concrete on the new temporary runway at Moline has hardened, so they will soon begin repairing all the existing runways.

The December meeting came with some of the worst weather of the month. We still had many hearty members and families enjoy the festivities and fine food. Santa arrived on schedule and delivered gifts

and joy to all (pictures elsewhere in the newsletter tell the story). We even had a few who attended for the first time.

Plans for the January meeting are being made to tour the Deere Hangar at the Moline Airport. Details and a map from Amanda Gray are elsewhere in the newsletter.

Not much news this month, not much flying – just good hangar talk.

The weather forecast tells us that on New Years Eve and New Years Day we may see temperatures approaching 50 degrees. Sure would be a welcome change of pace!! Get those planes out!!

--Jim Smith

Last Month's EAA Chapter 75 Christmas Party



All had a very good time at the World Famous EAA Chapter 75 Christmas Party. More pictures on page 3, page 4 and a group photo on page 5!!

Next Meeting - January 8th - New John Deere Aviation Facility Tour - 6PM
John Deere Aviation Facility, Moline Airport - See Page 2 for Directions and a Map

January 8th Chapter Meeting - John Deere Aviation Facility Tour - 6PM

The January Chapter meeting will begin with a tour of the brand new John Deere Aviation Facility and Hangar courtesy of Amada Gray. **The tour of the facility will begin at 6PM.** It is located on the north-west side of the Quad Cities airport. Directions to the facility are as follows. From the north side of the airport near the Hampton Inn, take Airport Road west 1.0 miles to 52nd Street. Take a left and head south on 52nd Street 0.2 miles to the stop sign. Turn left and the facility will be on your right.

After the tour of the facility, the chapter meeting will be held at **Bud's Skyline Inn** where we can enjoy a bit of food and drink. The tour of this facility is a change of pace and should be very interesting. Hope to see all of you there. Let us hope for good weather.

Guests are more than welcome. Bring another aviator or a favorite potential aviator.

NOTE the time change. The tour will begin at 6PM and our normal meeting will follow at 7-8PM at Bud's Skyline Inn.



From the Chapter 75 Christmas Party



More from the Christmas Party!



And One Last Group Photo - The Kids Had a Lot of Fun!



Another What Was It ?? - And I Thought This One Was a Bit Harder!!

I really thought this one would have been a bit harder than my previous attempt. I was WRONG again as Chapter 75 is a VERY knowledgeable bunch. I hinted that the you have seen the plane a number of times and that hint must have been a give-away. Eight minutes after I sent the last newsletter, Tom Shelton e-mailed me with the answer. Tom Henry e-mailed me the correct answer the next day.

CONGRATULATIONS Tom Shelton!! He won and thus won the right to send me a much harder "What Is IT?"

It was a AN-2 Antonov Colt. Russian design, also built in China under license through the mid 1980s.

In the film, Indiana Jones frequently traveled on Pan Am flights as they were the fastest way to travel around the world. Jones kept a ticket of his set of flights in 1936 between San Fran-

cisco and Kathmandu (via Honolulu, Wake Island, and Manila) in his journal, having paid \$951.60 for the trip.

In 1957, Jones and Mutt Williams traveled on a series of Pan American planes as they flew from New York City to Nazca, Peru, stopping in Mexico City and Havana. They started on a DC-3, and their final plane was a small Antonov AN-2 cargo biplane, just large enough to carry the pair and Mutt's Harley-Davidson.



Jerry Coussen's Lancair 235/320 Update

(from Jerry Coussens)

Update 12/26/10, Jerry Coussens –Lancair 235/320

On the last update I said I'd write you when done. Although I'm not done and here is my update.

I've got the finish coat of white on the plane, I had hoped I won't have to buff but I've got some runs and other flaws I need to attend to so I might as buff the paint. My goal when I finished my plane eight years ago was to make it beautiful or at least the best I was capable of.

This time I want to reduce weight, I've got more flaws in the finish this time as I was reluctant to use a lot of fillers. Plus I don't know if my eyes are getting worse but I've got some pinholes that showed up that I didn't see before. Oh well, I won't win any awards but it will fly the same, and flying fast and safe is the goal.

With the white done I can start to put some of the control surfaces back on the plane. MY prop is in the mail after installation I can run the engine, looking forward to hearing it run. I'll tape the first run and put on YouTube.

When done here are the changes I've affected:

Weight and balance have been changed hopefully without detriment. I have a heavier 200 hp engine, but a lighter prop. Paint job has changed, have removed the CD player as I'll be using my mp3 from the cell phone. Installed 2 heat muffs instead of one small one. Fixed hole in fuel tank. Moved landing light from front cowl to the leading edge of each wing. Changed the arm on the elevators to give me less leverage as they are too sensitive, others have done this with great results. Cowling changes are as follows, no landing light, larger cooling intakes, ram air filtered FI intake. Tuned exhaust, and engine cooling plenum.



Sport Aviation Magazine Archives Chapter 75 in 1960 and 1961

Ever wonder what our Chapter was up to in its earliest days. The chapter was formed around 1960 and was quite active. All came from the Sport Aviation Archives located on the EAA website.

From the “Chatting With the Chapters” Column in Sport Aviation, March 1960

Chapter 75, 2223 Central, Bettendorf, Iowa. We find that Harry Peterson, chapter president, has his fifty hours of stick time even though the homebuilt is still under construction. Come now, Harry, get out of that cockpit and finish that low wing bird. All kidding aside, he has done a wonderful job in such a short time. He has the fuselage and tail sections completed and chromated, spars and wing ribs are finished. Earl Johnson has completed the fuselage main frame on his EAA Biplane, George Weihler has the ribs finished on his Skyhopper and Lester Robb (EAA Biplane), Vern Long (Cougar) are easing in the throttle on their rib work. Sterling Chatterton, chapter secretary, has this to say, quote: "We are not very big as yet but stand aside and watch us pour on the coal" unquote.

From the article “The Midwest EAA and Antique Fly In”, August 1960, Paul Poberezny Receives the Chapter 75 Trophy

Although this Fly-In did not begin with a bang, it really went out with one, a good amount of thunder and lightning, and rain all the way home. But with all this, we still had a wonderful time, and are looking forward to our next get together. Co-sponsored by Chapter 15 Chicago, Chapter 29 Champaign, 111, Chapter 67 Indianapolis, Ind., Chapter 75 Bettendorf, Iowa, and Chapter 76 Danville, 111., the Fly-In was held at the Illini airport at Urbana, a sister city of Champaign. The Illini Airport, operated by Louis and Wanda Dyson, was an ideal field for this event, and the operators were most helpful, giving us the use of the two hangars, and keeping us posted with the weather reports..... Under the section entitled SUMMARY OF THE AWARDS. The Best Original Design Chapter 75 Trophy—Pober Sport—Owner & Builder: Paul Poberezny. For the remainder of the article, [click on this link](#). Go to page 25.

From the 8th ANNUAL Fly-In on Rockford, October 1960

The Woodward Governor Company Award, For outstanding contribution to Air Education, Chapter 75, Viola, IL.

From the “Chatting With the Chapters” Column in Sport Aviation, April 1961

Chapter 75—Harry C. Peterson, Brown Mobile Home Park, RR 4, Hwy. 6, Davenport, Iowa - The chapter is interested in knowing how many EAA members would purchase oil pans for the ground power units that are being converted for aircraft. Write to Harry Peterson at the above address. Harry says the price is one we all can afford. The chapter is embarking on a flight safety campaign to help FAA agents in their area to curb hazardous flying practices by all licensed pilots.

From the “Chatting With the Chapters” Column in Sport Aviation, October 1961

Chapter 75 — The chapter meeting last month was a discussion, demonstration and planning of ground power Lycoming engines. Several members have plans on using this type engine. The members reported on their projects and the chapter is looking forward to a lot of flying activity this spring. Some of the projects under construction are a Miniplane by John Norcross, a Cougar by Vern Long, an original racer being built by Bob Kelly. Another Miniplane is being built by Jim Eagle, a two-place Skyhopper by George Weihler and an EAA Biplane by Earl Johnson. During the winter months the chapter has some very good programs in store for all as these will be the the months of their membership drive.

From the “Chatting With the Chapters” Column in Sport Aviation, December 1961

CHAPTER 75 — Harry Peterson, Brown Mobile Home, RR 4, Hwy. 6, Davenport, Iowa—The chapter has 16 homebuilts flying or being constructed. Bob Kelly, who has been working on an Ornithopter, has shelved the project and started on an original one wheel, 14 ft. wing span design. Seven Miniplanes are under construction by Glen Printy, Tug Howarter, Robert Singer, Howard and Ivan Gugeler, Jim Eagles and John Norcross. Earl Johnson is well along with his EAA Biplane and while home on leave Jerry

(Continued on page 13)

Another Chapter 75 Protégé is Now Sitting in the Right Seat

(from Tom Shelton)

Some may remember Josh Goodacre, a young man from England who camped with me all week during AirVenture 2006. During that week and the two additional weeks he spent with Mary and me, he flew in planes ranging from a C180 to an L39 in formation flight. He certainly received a large dose of EAA at AirVenture and from Chapter 75 for sure!

After returning to the UK, he was so motivated that he enrolled in the Cambridge flight program and began taking instruction in the UK and later in the US (Phoenix - Goodyear Airport). The point of this update to share with our chapter that Josh is now a pilot for Ryan Air (Ireland) and flew his first passengers last week in a 737-800. He flew four legs with 160 passengers or more on each leg to and from Italy, Ire-

Handle Your Av Spark Plugs Like Eggs

(from Cy Galley)

Dropping a plug as little as little as an inch on a hard surface will do it, as will any mis-handling of this very delicate item.

Handle 'em like eggs. If dropped, I'd bet a chocolate chip cookie they won't pass a Lean of Peak (LOP) mag check, at high power, at altitude! This most diagnostic of all checks will catch those as much as 50 hours before they fail. We've got proof of this, we show it in the seminar.

Those cracks will CAUSE preignition and detonation!

The best mag checks, in reverse order of excellence:

1. Ground runup, nearly worthless, gross functioning check only.
2. Mechanic's "bomb" check, in a box with shop air pressure, only slightly better.
3. In-flight, rich of peak. An order of magnitude better than 1 or 2.
4. In-flight, LEAN OF PEAK. Far better than all the others.

If you can do that number 4 at high altitude and high power just before descent, you can be certain your ignition system is in superlative condition, and can



land and London. He logged 7.5 hours on that day and was so excited he called us that night to share his accomplishment.

There is no better feeling than to share the joy.

even omit the ground runup on the subsequent flight. Out on the taxiway, while moving, flip the mag to each one for a moment for a gross error check, if you want.

How to do it:

At cruise power, LOP, switch to one mag operation for at least 15 seconds. All EGTs should rise, and stay up. The engine may run slightly rough, which is ok. Switch to the other mag, same thing (not necessary to switch to Both.) Back to both and done, if all EGT's rose. If they didn't, next stop change that plug.

I do this at 87% power, in the flight levels, LOP. The first time YOU do it, try it at lower power, lower altitude, and even ROP, if you like. Work up to the "Supreme Test."

IN THE RARE EVENT an entire mag has gone dead, you should know your engine well enough to recognize the much higher than normal EGT of one-mag operation before you even start the check! If you do not, your first indication will be an engine quitting. This is a non-event (it will run fine), but do not flip the mag switch back to both. Instead, calmly cut the mixture, THEN turn the mags to both, then ease the fuel flow back to where it was. This will prevent the raw fuel in the exhaust system from igniting with a bang, which has been known to crack exhaust pipes.

Lesson Time - Hints to Avoid Runway Overruns

Going off the end of the runway is usually the result of excessive speed on final approach. As a rule of thumb, for every 5% of extra airspeed over “book” final approach speed you’re flying when over the runway threshold, you’ll increase your landing distance by 10%.

Carrying extra power to “cushion” your touchdown may make for a smoother arrival, but book landing distances are usually computed assuming flight-idle power “over the numbers.” Extra power on landing can dramatically increase your landing distance.

Compare the computed landing distance from your Pilot’s Operating Handbook to the performance you actually get at the speed you fly, then fly the speeds and power settings from the POH and see how close you can actually get to book distances. This might be an excellent exercise for your next dual instructional session or Flight Review, with an instructor current and expert in the type of airplane you fly.

Poor glidepath management is another common contributor to runway overruns. Your glidepath should take you to the touchdown zone, which on an IFR runway is usually 1000 feet from the runway threshold or one-third the total runway distance, whichever is less. Visual glidepaths (VASI, PAPI, etc.) are typically aligned to take you to this same touchdown zone as well, although they may be set differently by airport management or the field’s owners (check the Airport Facilities Directory or your country’s equivalent for any notes about a visual glidepath and the touchdown zone).

If the runway is wet, hydroplaning may also contribute to excursions off the runway’s far end. Hydroplaning occurs when a thin film of water builds between a tire and the surface, and actually lifts it from the runway. Tires are no longer in contact with the ground; braking loses its effectiveness, and you may not be able to brake or steer the airplane.

NASA studies show that hydroplaning can occur in as little as one-tenth inch of water. The speed at which an airplane tire hydroplanes is a direction function of the tire pressure. The National Aeronautics and Space Administration (NASA) identifies the hydroplaning critical speed as nine times the square root of the tire pressure. This means most light airplanes can hydroplane at as low as 50 knots.

Note the main wheel tire pressure for the airplane you’re flying, and compare that pressure to the touchdown speed (which should be very close to the stalling speed as adjusted for airplane weight). You may find that your normal landing puts you close to a hydroplaning speed. For example, the Beech A36 Bonanzas I usually fly have a nominal main gear tire pressure of 33 to 40 psi. At light weights, such as at the end of a trip, the computed stalling speed is 52 knots.

What’s this mean? It’s imperative to slow down to land on a wet runway. If I land even a little bit faster than “book” I may have reduced (or no) braking ability. The same may apply to the airplane you fly.

The late aviation legend Sparky Imeson gave us techniques to avoid hydroplaning when landing on a wet runway: Touch down as close to the approach end of the runway as possible, to maximize available landing distance.

- Plan a firm arrival, to put the tires solidly against the pavement.
- Lower the nose wheel as soon as possible to maximize steering capability.
- Avoid applying brakes at or above the NASA critical speed for your airplane.
- Retract flaps to put more weight on the wheels, increasing directional control (Note: attempting to retract flaps during the landing roll is a common cause of inadvertent landing gear retraction in retractable-gear airplanes...so be careful).
- Divert to a more suitable airport if a wet runway is combined with a crosswind.



Public Works Airport Division
1200 E 46th Street
Davenport IA 52807

City of Davenport

December 10, 2010

Dear Davenport Municipal Airport user:

Seasons Greetings!!! The winter weather has arrived. If you will not be using your hangar during the winter, please help us to save energy and costs by turning off your lights and unplugging anything that you may not need. The Airport Commission appreciates your assistance.

Construction on the rehabilitated Airport entrance road is now complete, except for a new entrance sign that we hope to get installed next summer. The majority of steel for the six new box hangars is complete. The roof should be complete by this week and by the time you get this letter; about 80% of the hangar should be finished. There will also be a new entrance to the t-hangars off of Harrison St., but this will not be completed until next spring. Please do not use this area to enter the airport until completely finished. If you have any questions about any of the airport construction projects, please don't hesitate to call or email me.

Also, please tell your fellow pilot friends that we have available hangars for rent. If someone is interested in learning more, please have them contact me at 563-326-7783.

Again, my door is always open and I welcome any suggestions and comments you may have regarding the Davenport Municipal Airport. Happy Holidays to you and your family.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Keating".

Jeremy Keating
Airport Manager
City of Davenport
1200 E. 46th Street
Davenport, IA 52807
563-326-7783
jkeating@ci.davenport.ia.us



Ground School

Private Pilot Ground School

Meets Tuesday Nights 6:00PM and cost is \$325 + (tax)

Starts Tuesday, January 18

Instructor: Elwyn Stutzman

Instrument Ground School

Meets Monday Nights 6:00PM and cost is \$325 + (tax)

Starts Monday, January 17

Instructor: Austin Bauer

Questions call 1-563-391-5650

Calendar of Events (click on the links)

[\(Link to the Iowa DOT Office of Aviation Calendar\)](#)

[\(Link to the EAA Calendar\)](#)

January 8, 2011 at 6PM

[EAA Chapter 75 General Meeting - John Deere Aviation Facility, Moline Airport](#) - Details are on page 2 of this newsletter.

January 29, 2011

Greenfield Municipal Airport, 13th Annual Chili Fly-In. Fundraiser for the Iowa Aviation Museum. Museum tour included in price! It's a nice, warm way to spend a cold January day! 641-343-7184 (Lee Ann Nelson) -mail: aviation@iowatelecom.net

February 12, 2011

[EAA Chapter 75 General Meeting - John Deere](#)

Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to marty.santic@gmail.com

Classified (Click on the link for e-Mail)

For Sale: 1948 PA-15/17 Vagabond in Kewanee. A-65, bungee gear, dual controls. I owned this aircraft. The current owner says it is time to quit flying. LSA eligible. While I owned it, I put Cleveland wheels and brakes, remote spin on oil filter, new sealed wing struts, and new Maule tail wheel on it to name a few items. Call [Ross Carbiener](#) (A&P) at 309-738-9391.

For Sale: Complete gas welding set. Torch, tank heads, etc. Practically new. \$200 or best offer. Call [Jim Haynes](#) at 309-772-2067.

For Sale: Spare Subaru engine. An EA-81 w/ adapter plate for a Rotax re-drive. Rebuilt. Lots of spare parts. Best offer. All the wood forms needed for the Zenith 601HDS fuselage, wings, rudder, etc. Best offer. Call [Larry McFarland](#) at 309-792-0472.

For Sale: From my '46 Cessna-140, O-200 days. 50% Off or best offer. 8 New Champion RHM40E Spark Plugs, \$13 each. Also Mag Timing Light, Call [Marty Santic](#) at 563-344-0146.

For Rent: Hangar at the Geneseo airport. \$100 per

Wiman Center

EAA Chapter 75 2011 Meeting Dates (Mark Your Pocket Calendar Today!)

The confirmed meeting dates for 2011.

January 8 February 12
March 12 April 9
May 14

June, July, and August - Chapter Potluck Lunches
- Locations to be Announced

September 10 Oct. 8
November 12 December 10 at 6PM

Dick Morrow made these arrangements with the Butterworth Center. Thanks, Dick..

month. Contact Kent Johnson at [air-
port1@geneseo.net](mailto:airport1@geneseo.net)

For Sale: 120 VAC Electric Aircraft tow that hooks to the nose wheel. \$300 OBO. Call [Mike Nass](#) at 563-357-6068.

For Sale: Cherokee wing tips for sale \$35. Contact John Vahrenwald at airbike5@yahoo.com

For Sale: Have a RV wing rotisserie I picked up from Paul Fisher last year.... free for the taking. Robby Root. robbyroot@mchsi.com 309-945-5073

Have something in that hangar of yours that has been sitting for more than a year?

Looking in some of the hangars at DVN, I would say you folks have plenty to list here!

Send them to me!

To place an ad: Submit requests for aviation related For Sale or Want ads to the newsletter editor. Ads are free to Chapter 75 members. Ads from nonmembers will be run on a space available basis. Ads will be run / re-run at the newsletter Editor discretion.

Sport Aviation Magazine Archives Chapter 75 in 1960 and 1961 (cont.)

(Continued from page 7)

Young along with his father and Lester Robb put their EAA Biplane on gear. George Weihler and Ken Conrad are having a race to see which has his two-place Skyhopper flying first. Erwin Faur has paperwork

almost complete for his Commuter Jr. Helicopter. Jewett Wasson's Stits Playboy is moving right along. Vern Long has the wings completed on his Cougar. Bob Wheat who purchased the Pober Sport and Carl Woods with his Mighty Mong, fly the airport circuit each weekend. A husband and wife team are also flying around making the members envious in Joan's 1929 Fleet and John's PT-22.

They Are Flying at Erie Airpark!

The snow has been removed from the Airpark and we are open for business. I plan on flying in the morning and the weather looks great! Nothing special is going on just wanted to let everyone know in case you need a place to fly to (or just wanted to fly). I will put on a pot of coffee. Bring out a snow scoop to clean out a path to your hangar and to move a little bit of snow in front of the doors. Jim, at an erie place.



**Have You Paid Your 2011
Dues? - Still a Very
Reasonable \$10**

EAA CHAPTER 75 OFFICERS

Board of Directors (cont.)

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Chapter Website
www.eaa75.com

We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 75, regardless of the form, format, and/or media used, which includes, but is not limited to, "The Landings" and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.

Marty Santic
 Chapter 75
 3920 East 59th Street
 Davenport, IA 52807-2968



**Are Your
 2011 Dues
 Paid?**

**Always Remember.....
 The Time Spent Flying is NOT Deducted
 from Your Lifespan**

QUAD CITIES CHAPTER 75 MEMBERSHIP APPLICATION/RENEWAL FORM

<p>New Member <input type="checkbox"/></p> <p>Renewal <input type="checkbox"/></p> <p>Info Change <input type="checkbox"/></p> <p>Membership dues for EAA Quad Cities Chapter 75 are \$10/year.</p> <p>Make checks payable to EAA Chapter 75</p> <p>Mail application/renewal to: Ed Leahy 3211 South 25th Avenue Eldridge, IA 52748</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 http://www.eaa.org</p> <p>National EAA Membership: 1-800-JOIN-EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 http://www.eaa.org/membership</p>	<p>Name: _____</p> <p>Copilot (spouse, friend, other): _____</p> <p>Address: _____ _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>Phone (Home): _____ (Work): _____ (Cell): _____</p> <p>Email Address: _____</p> <p>EAA#: _____ Exp Date: _____</p> <p>Pilot/A&P Ratings: _____</p> <p>Occupation: _____ Hobbies: _____</p> <p>I am interested in helping with:</p> <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Tool Committee</td> <td><input type="checkbox"/> Tech Advisor</td> <td><input type="checkbox"/> Flight Advisor</td> </tr> <tr> <td><input type="checkbox"/> Repair Barn</td> <td><input type="checkbox"/> Young Eagles</td> <td><input type="checkbox"/> Social/Flying</td> </tr> <tr> <td><input type="checkbox"/> Hospitality</td> <td><input type="checkbox"/> Board Member</td> <td><input type="checkbox"/> Newsletter</td> </tr> </table> <p>What are You Building? _____ _____</p> <p>What are You Flying? _____ _____</p>	<input type="checkbox"/> Tool Committee	<input type="checkbox"/> Tech Advisor	<input type="checkbox"/> Flight Advisor	<input type="checkbox"/> Repair Barn	<input type="checkbox"/> Young Eagles	<input type="checkbox"/> Social/Flying	<input type="checkbox"/> Hospitality	<input type="checkbox"/> Board Member	<input type="checkbox"/> Newsletter
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